

Civil Aviation News

lines stated that they obtained as much cargo from their own organizations in the U.S. and abroad as they would obtain through an Exchange, it is thought that the setting up of a formal Exchange might be useful in the more competitive Caribbean area, which is operated by small aircraft and where the demand for cargo is more irregular.

SCOTTISH SERVICES INADEQUATE

IT is understood that the Campbeltown Town Council are to make recommendations to the Scottish Advisory Council on Civil Aviation in connection with existing air services operated by B.E.A. The reduction of fares between Glasgow and Campbeltown to bring them into line with reduced fares on the London to Glasgow and Glasgow to Belfast routes is suggested, a daily service starting from Campbeltown instead of Renfrew and a direct air link with Islay are two other recommendations. At present passengers from Campbeltown to Islay have to change at Renfrew. The Council also wish one aircraft to be based at Campbeltown which might be used for the ambulance service. Orkney hospitals are at present applying for permission to resume the inter-island and air ambulance service. In an application to the department of Health it was suggested that the ambulance aircraft should be available to the hospitals at all times or that the service might be combined with the inter-island daily service as before the war.

CONNECTICUT AIRPORT PLANS

FACILITIES at Bradley Field, Connecticut, are being considered by the Connecticut Aeronautics Commission as a possible alternative to the New York airports La Guardia and Idlewild. It is understood that representatives of the trans-Atlantic airlines have been invited to inspect the airfield, and plans for its development as an Atlantic air terminal will be discussed shortly. A terminal building, estimated to cost

about £250,000, has already been designed. The Commission has pointed out that the airfield is on the main railway line to New York, and if customs and immigration examination could take place on the train, passengers from Europe would reach New York sooner than those travelling from Idlewild by bus. At present three U.S. domestic airlines use the Bradley Field, a fourth will move in soon, and Transocean Airlines have a large maintenance base there. Both domestic and trans-Atlantic airlines have expressed dissatisfaction with the conditions at La Guardia and Idlewild.

I.A.T.A. CLEARING HOUSE FIGURES

DURING October the international air traffic transactions put through the I.A.T.A. Clearing House in London totalled £3,668,000 compared with the seasonal peak figure for September of £3,890,000. During the month 29 member airlines were able to settle their October transactions by exchange payments of only £514,000, transfer charges, exchange premiums and interest on 70 per cent of the total being saved by the offset of credit and debit balances. The total transactions of the I.A.T.A. Clearing House for the ten months, January to October this year, now total over £24,000,000 of which 77 per cent has been settled by offset. For the same period of 1947 transactions totalled £10,000,000 with a 61 per cent saving.

INDIAN AIRFIELD PROGRAMME

TO meet the demands of international and internal air traffic the Indian Government has approved a development programme for 21 new airfields estimated to cost 540 million rupees. Santa Cruz Airport, Bombay, and Palam Airport, Delhi, are to be developed as first-class international airports and extensive preparations are already under way. Hangar accommodation is to be increased and runways will be strengthened to take aircraft with an all-up weight up to 200,000 lb. Similar work is in hand at Dum Dum Airport, Calcutta, which will be able to handle aircraft up to 135,000 lb. In addition, major airfields are to be constructed at Allahabad, Madras, Ahmedabad, Lucknow, Nagpur, Vizagapatam and Patna, and 14 intermediate airfields are planned at other places. During the past year 14 airfields have been equipped for regular air services. The first air service linking India and Assam commenced on December 14th, carrying mails and passengers.

BREVITIES

DURING the past month Scottish Airlines, Ltd., a subsidiary of Scottish Aviation, Ltd., Prestwick, has made a number of dismissals, including twenty pilots, radio officers, engineers and navigators. The reason is said to be the seasonal decline in the charter traffic.

According to the Australian Minister for Air, Mr. A. Drakeford, Qantas Empire Airways will make a profit of £50,000 to £100,000 for the period since the airline became wholly owned by the Government. He expected to publish the final figures and declare a dividend shortly.

Aircraft on the Pan American Airways' route between New York and Buenos Aires will be equipped with "sleeperettes" from January 1st. Passenger capacity will be reduced from 52 to 30 for the 42-hour flight over 6,313 miles.

The Lord Provost of Edinburgh has written to Lord Pakenham asking him either to visit Edinburgh on January 4th or to receive three members of the Council in London on January 7th to discuss the future of Turnhouse airport. Members of the Scottish Advisory Council are disturbed at the frequent changes in policy for extensions to the runways at Turnhouse and an early decision is being sought.

Applications for membership of the International Union of Official Tourist Organizations have been received from the United States, Israel and Australia, to take effect from January 1st, 1948. This will bring the membership of the International Union, which now has its headquarters in London, to thirty-two full members and three associate member countries. The next International Conference of the Union will be held in September, 1949, in Luxembourg.

The Canadian Pacific Airlines services with Canadair Fours to Australia are expected to start next July. Facilities en route will be shared with British Commonwealth Pacific Airlines. The existing schedules flown by B.C.P.A. and Pan American Airways do not serve fully the interests of either



"Flight" photograph.

ANTI FLUTTER: Temporary mass balances have been attached to the control surfaces of the Brabazon I for the initial flights as a safeguard against flutter which could occur if air were to enter the hydraulically operated system. The hooded mass balances can be easily distinguished in this photograph.